

Fig. 1a

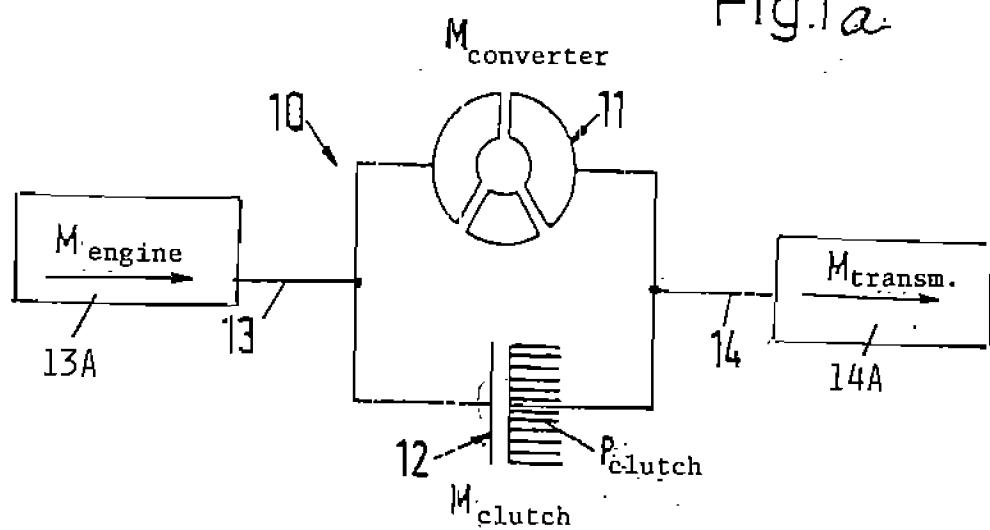
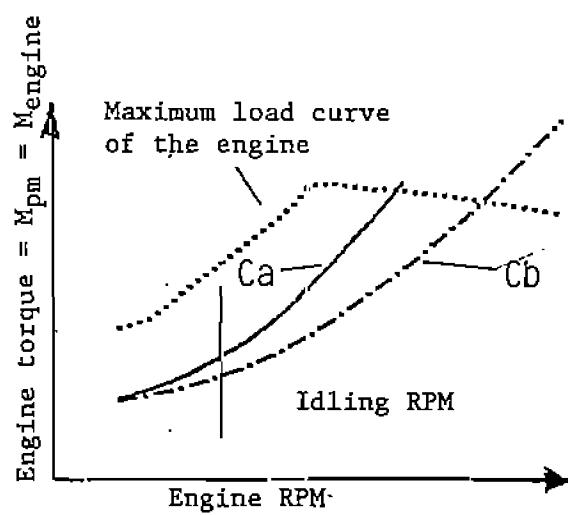


Fig. 1b



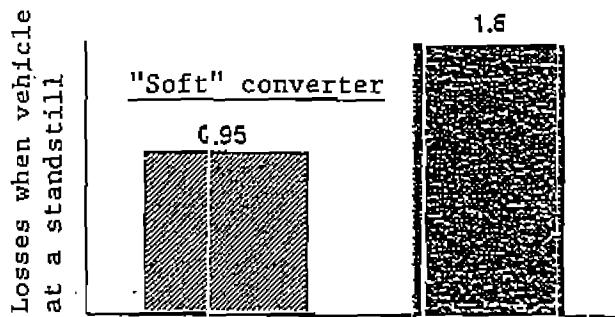


Fig. 1c

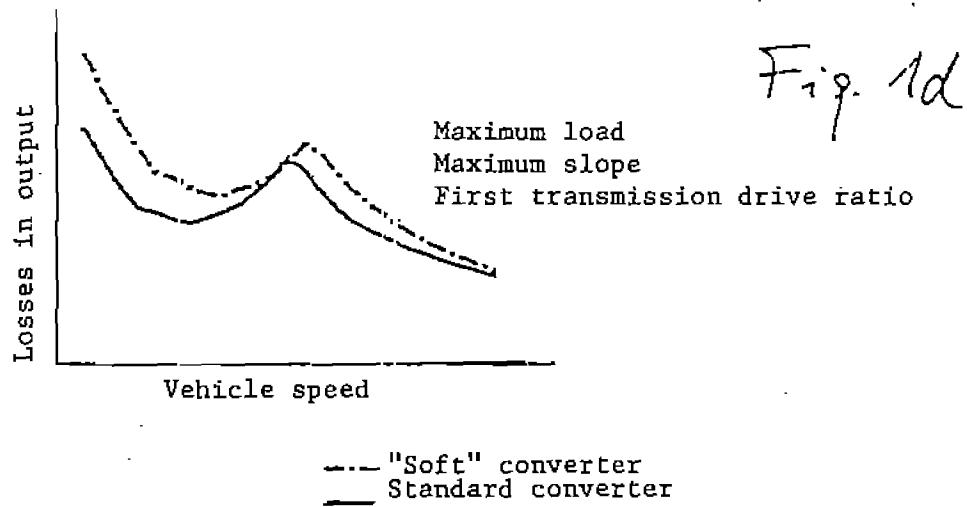


Fig. 1d

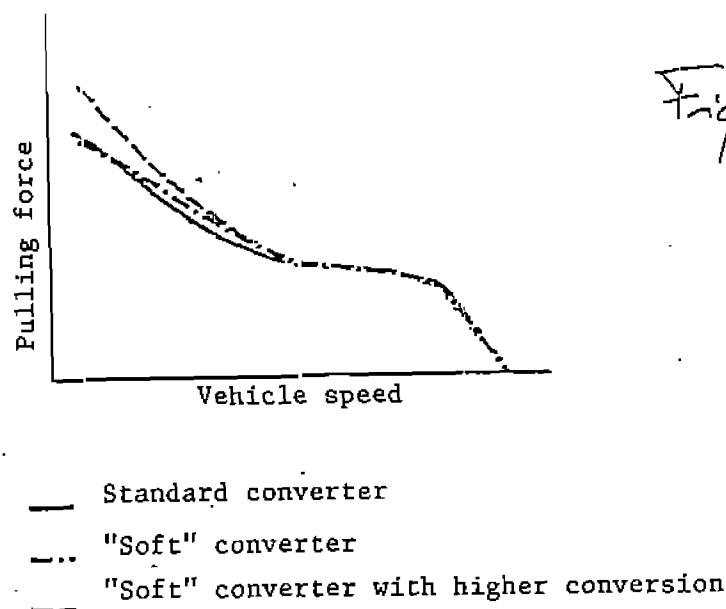
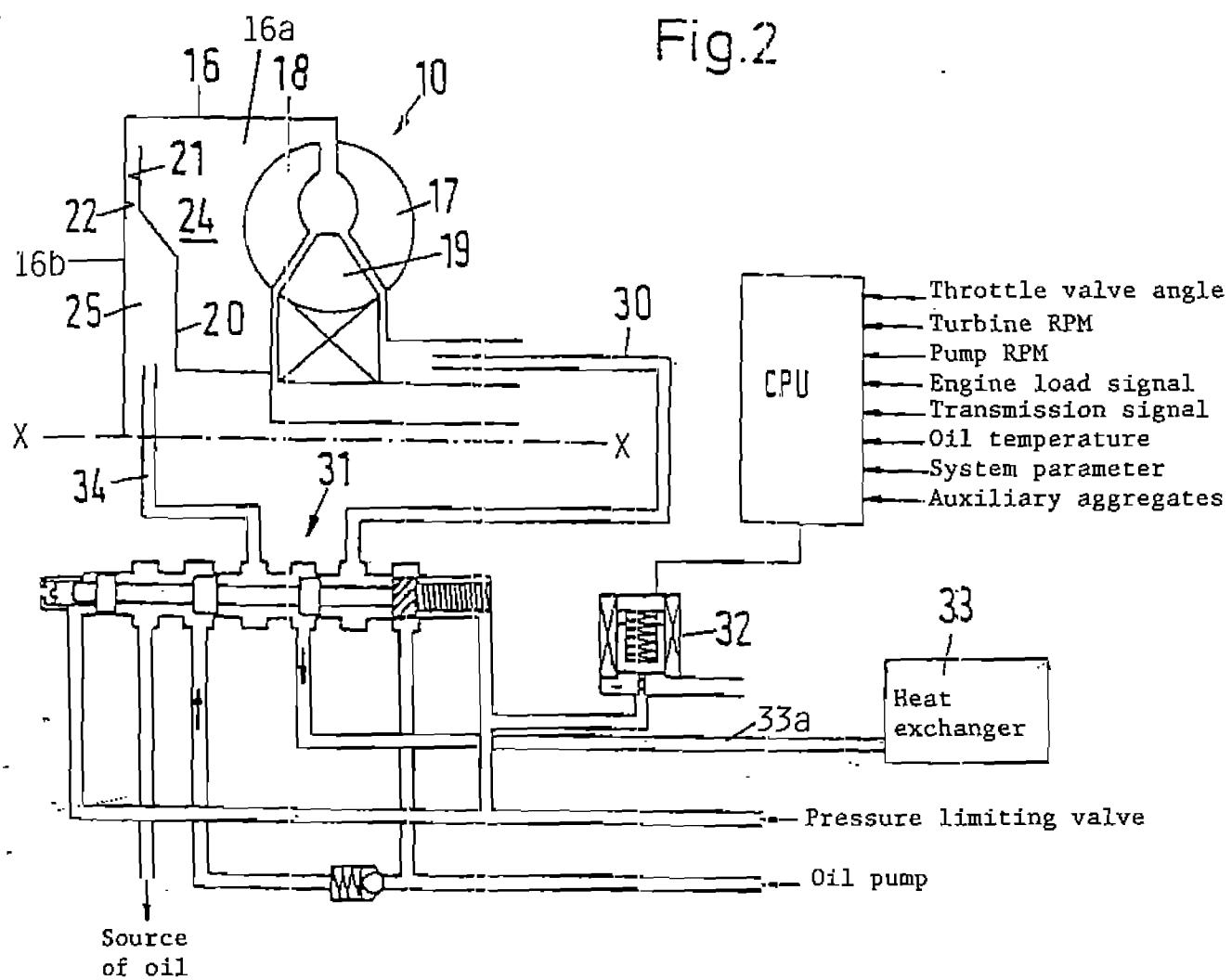


Fig. 1e

Fig.2



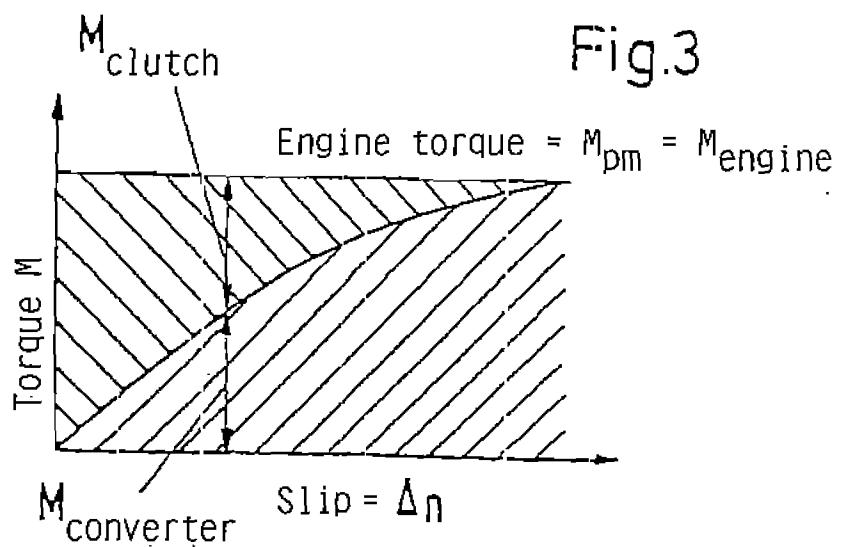
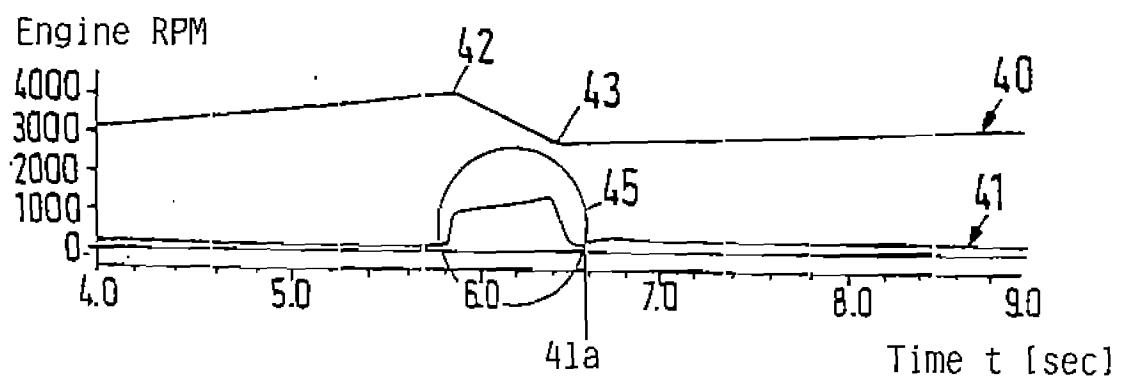


Fig.4



Output torque Nm

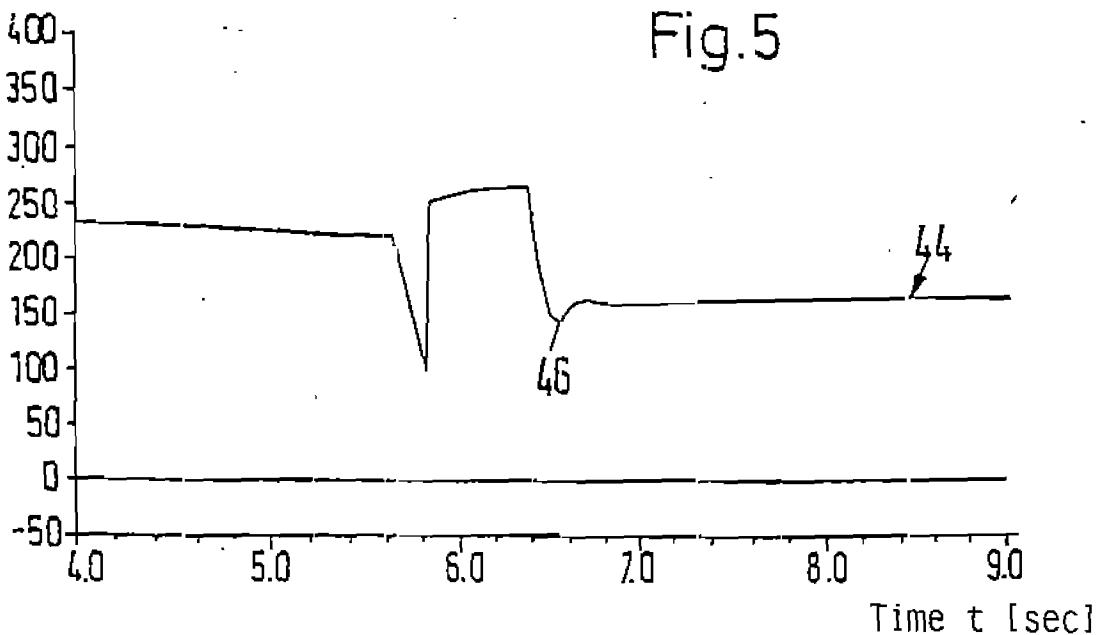


Fig.6

PRIOR ART

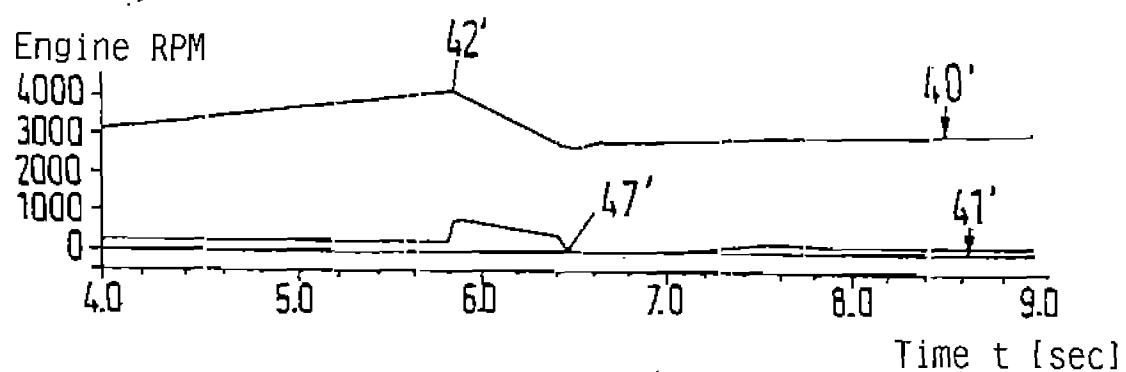
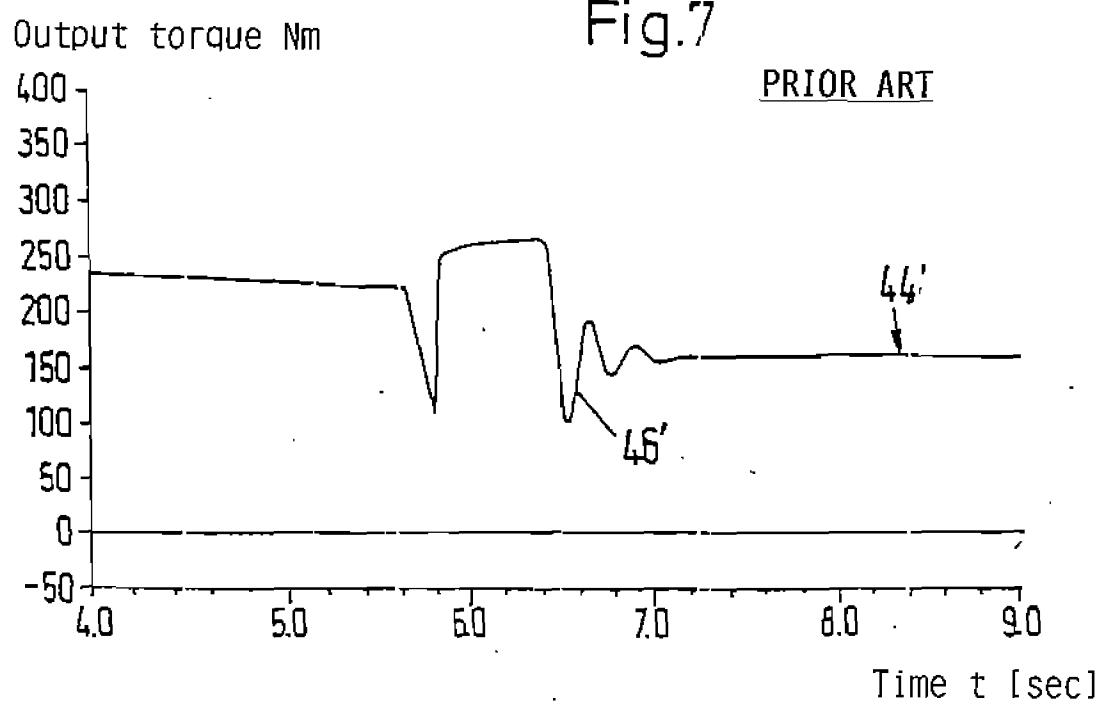


Fig.7

PRIOR ART



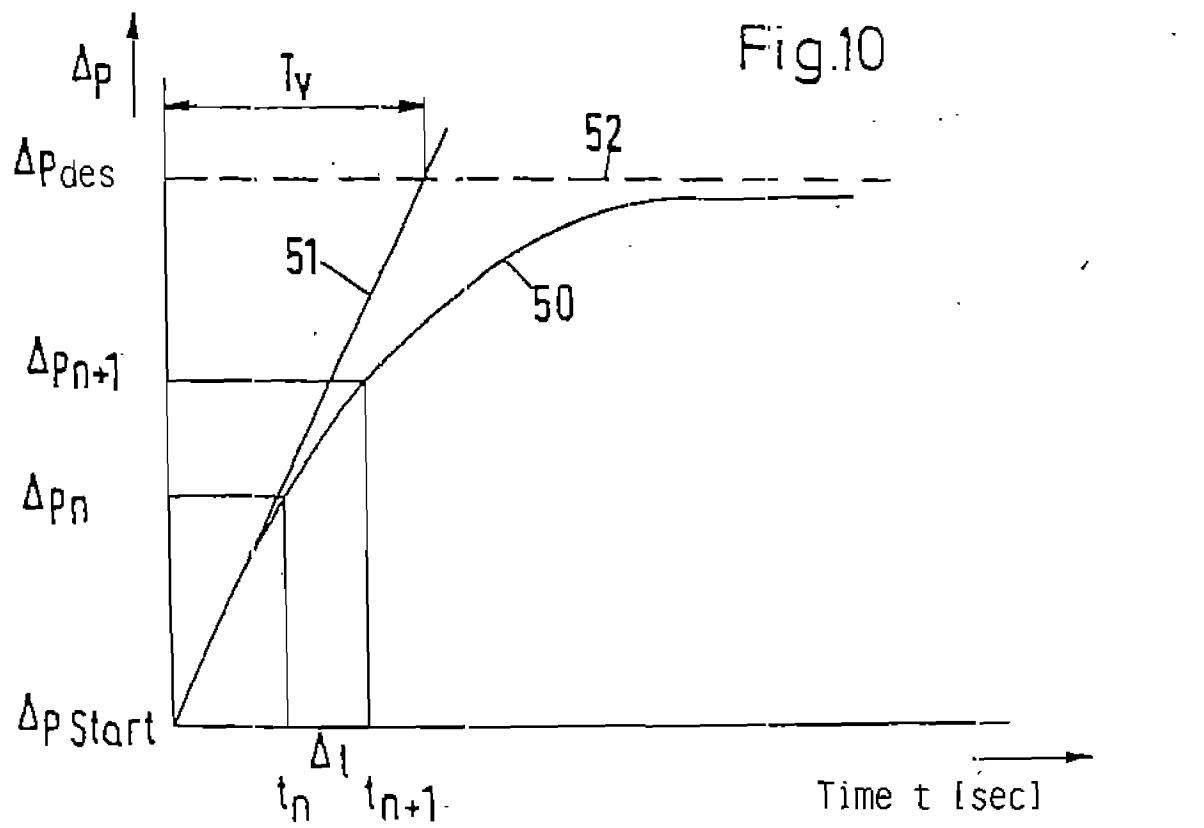
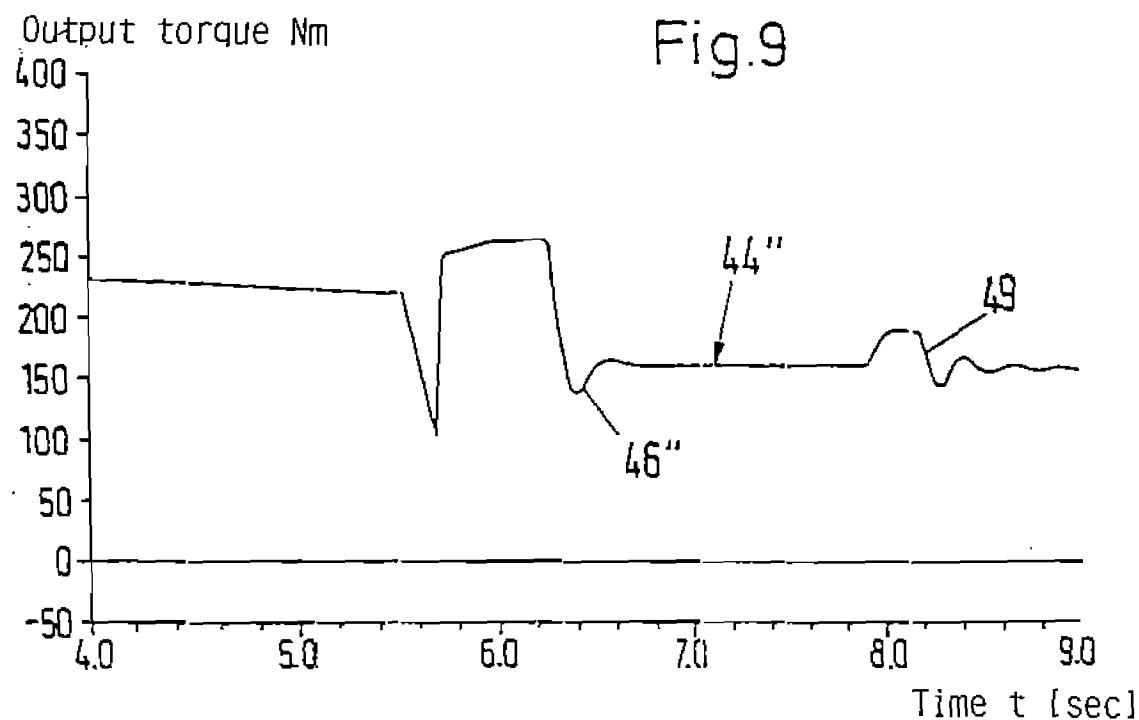
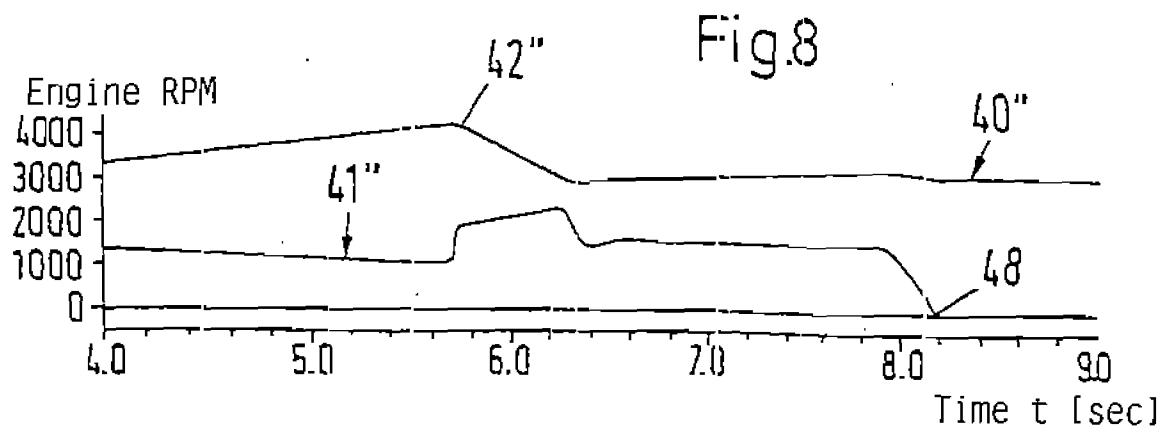


Fig.11a.

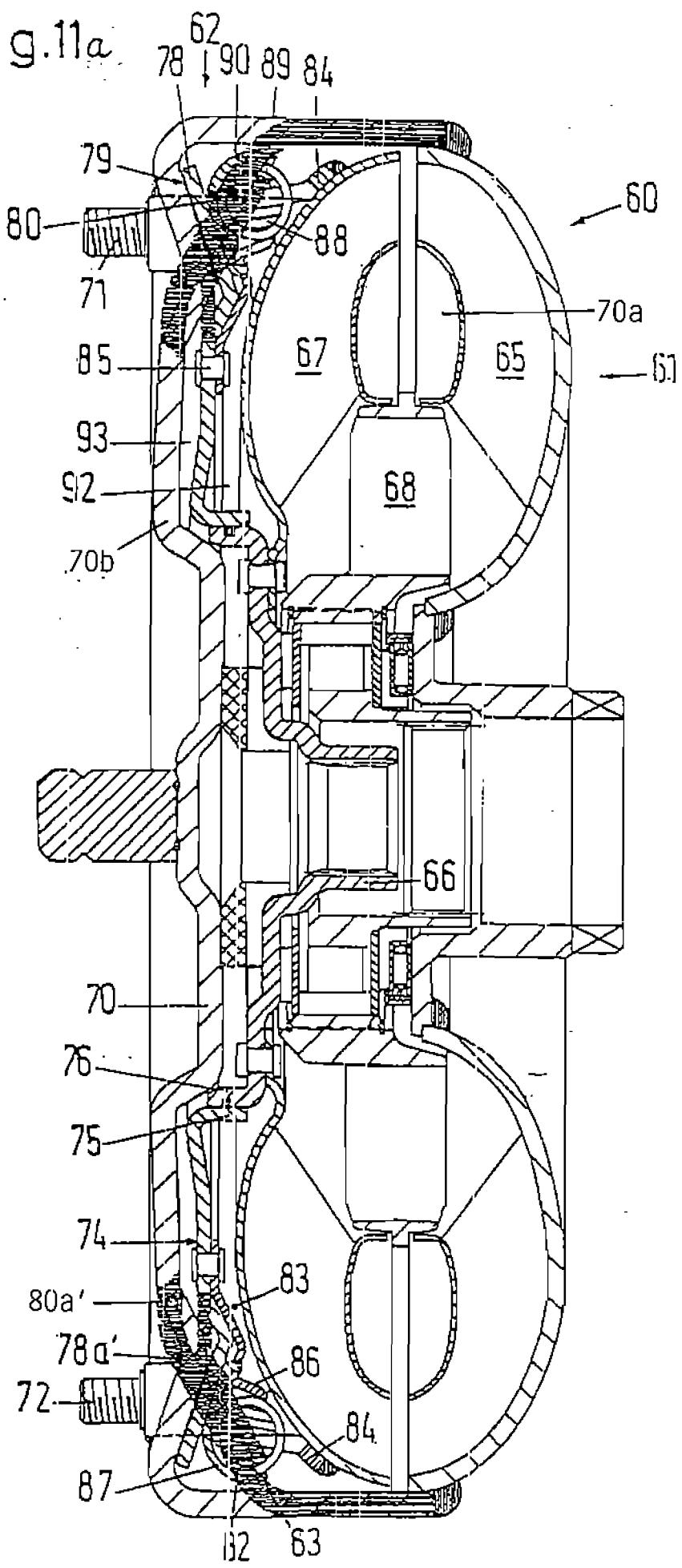


Fig. 11b

PRIOR ART

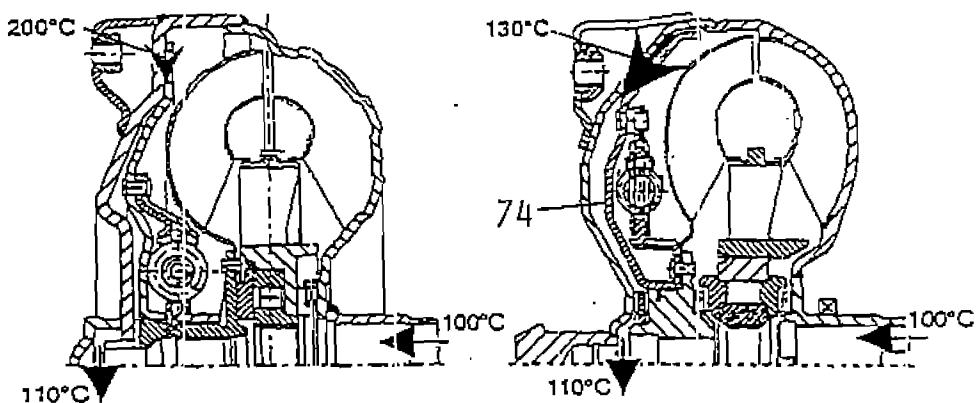


Fig. 11c

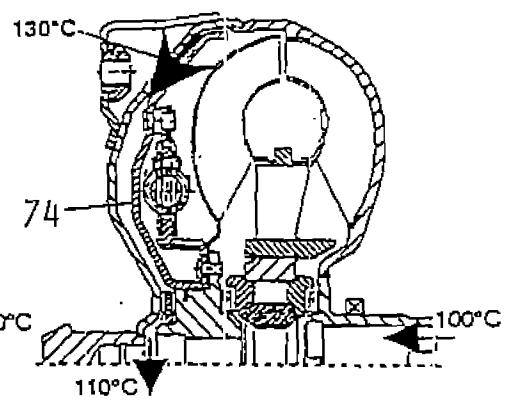


Fig. 11d

PRIOR ART

Maximum pressure  
per unit area:  
100%

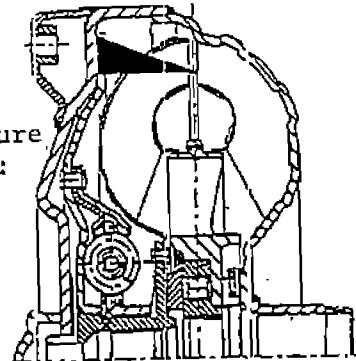


Fig. 11e

Maximum pressure  
per unit area:  
25%

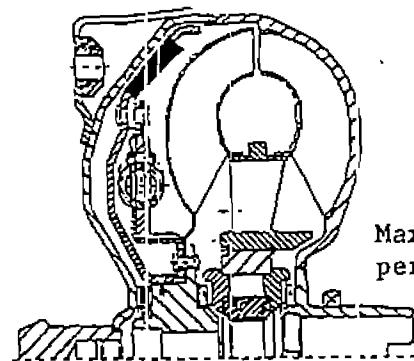


Fig.12

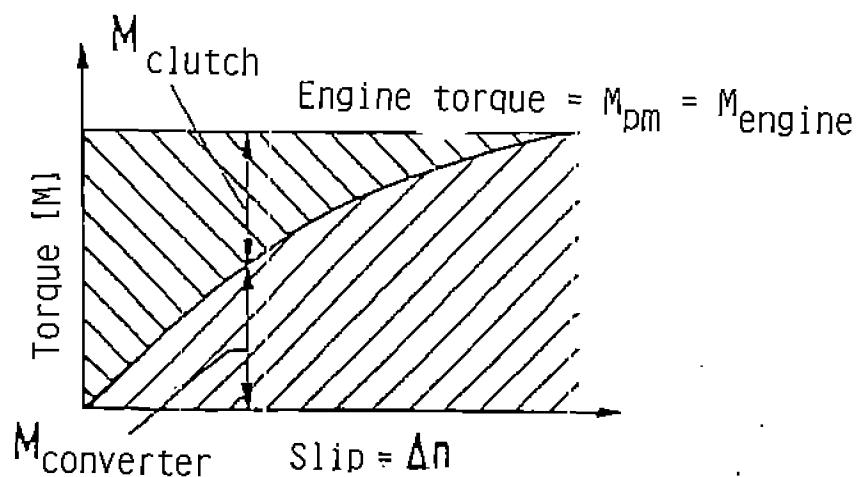


Fig.13

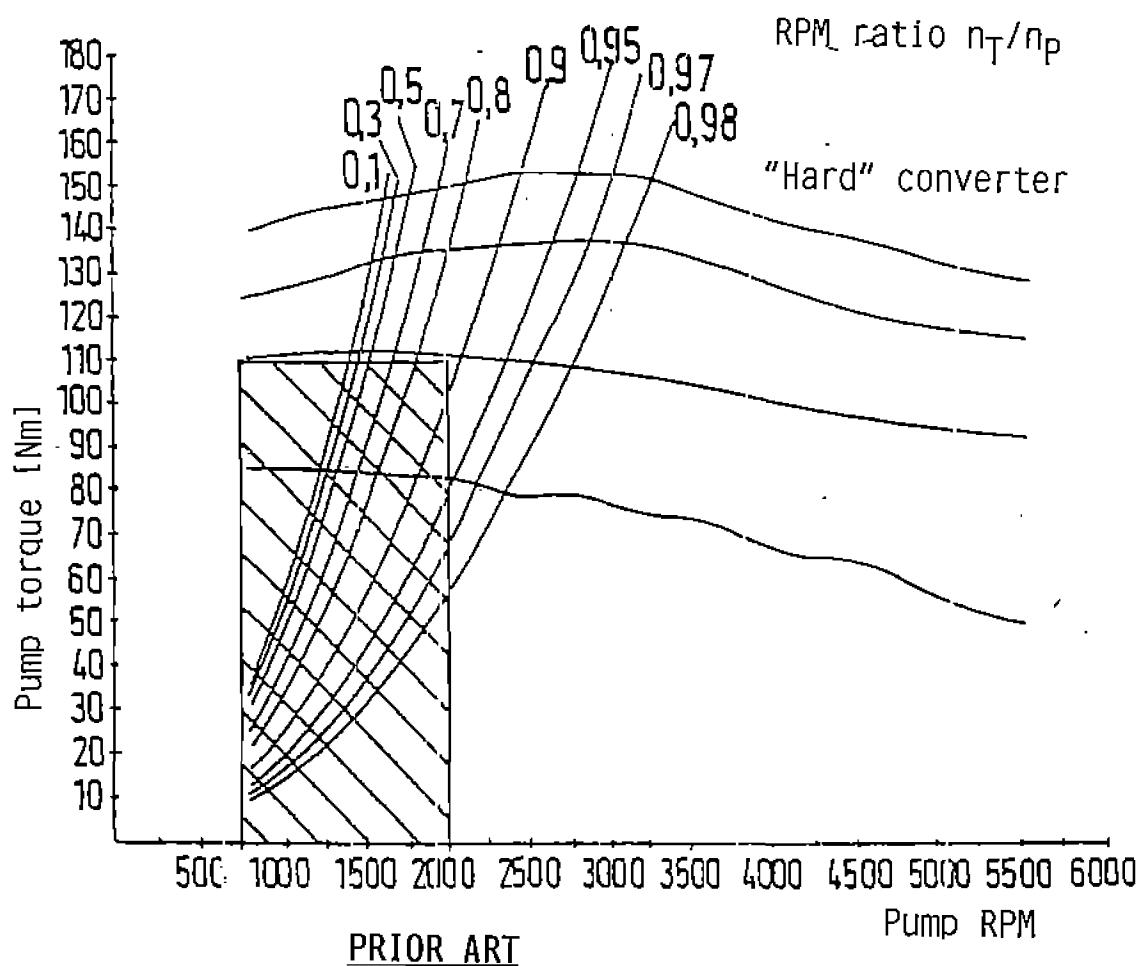


Fig.14

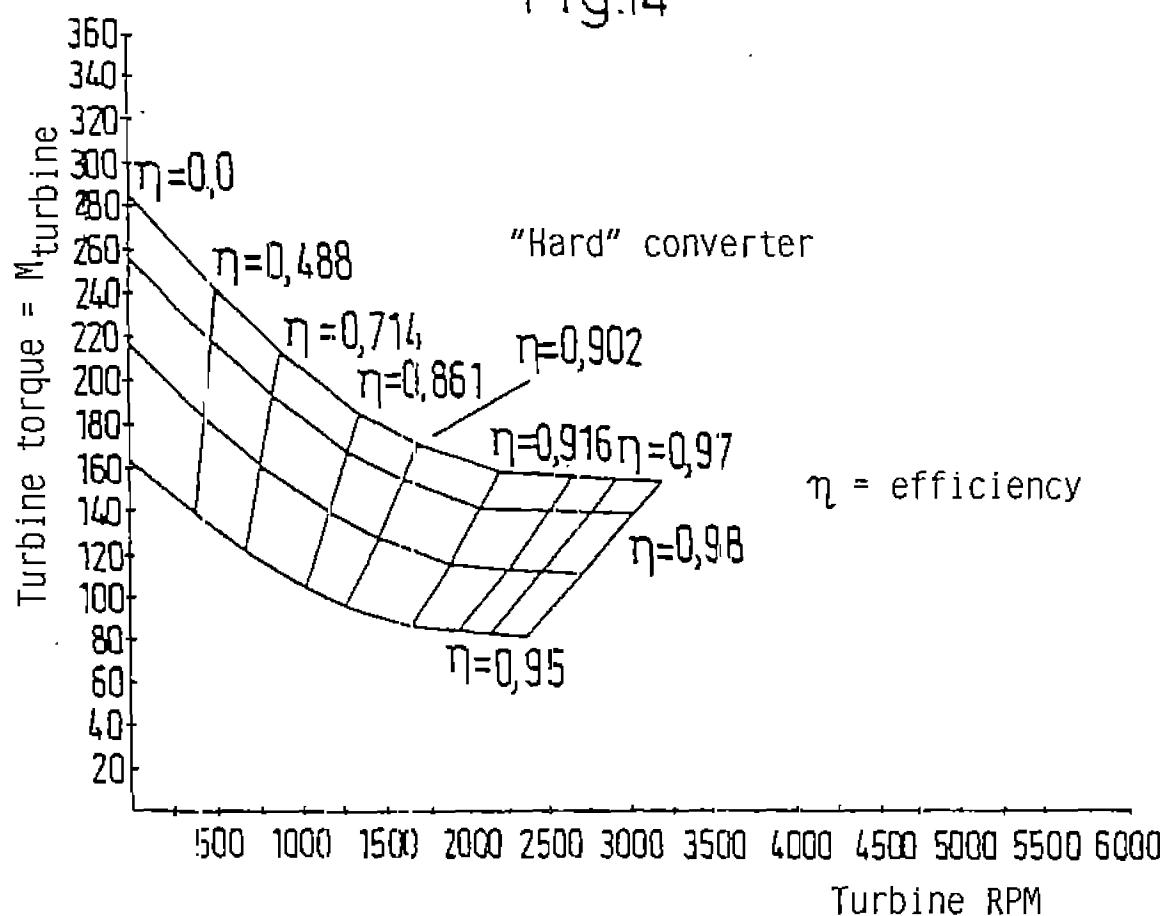


Fig.15.

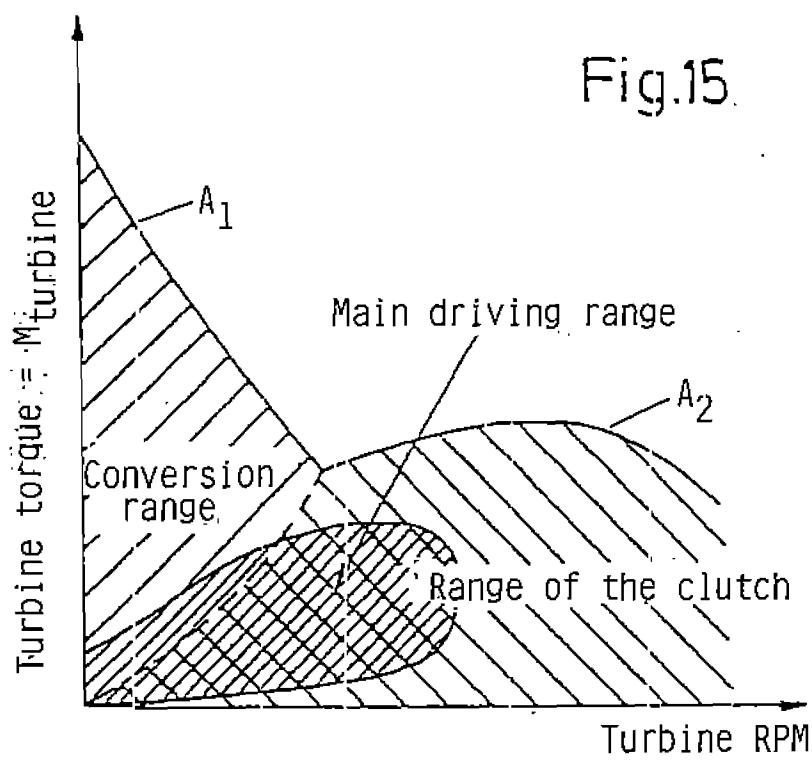


Fig.16

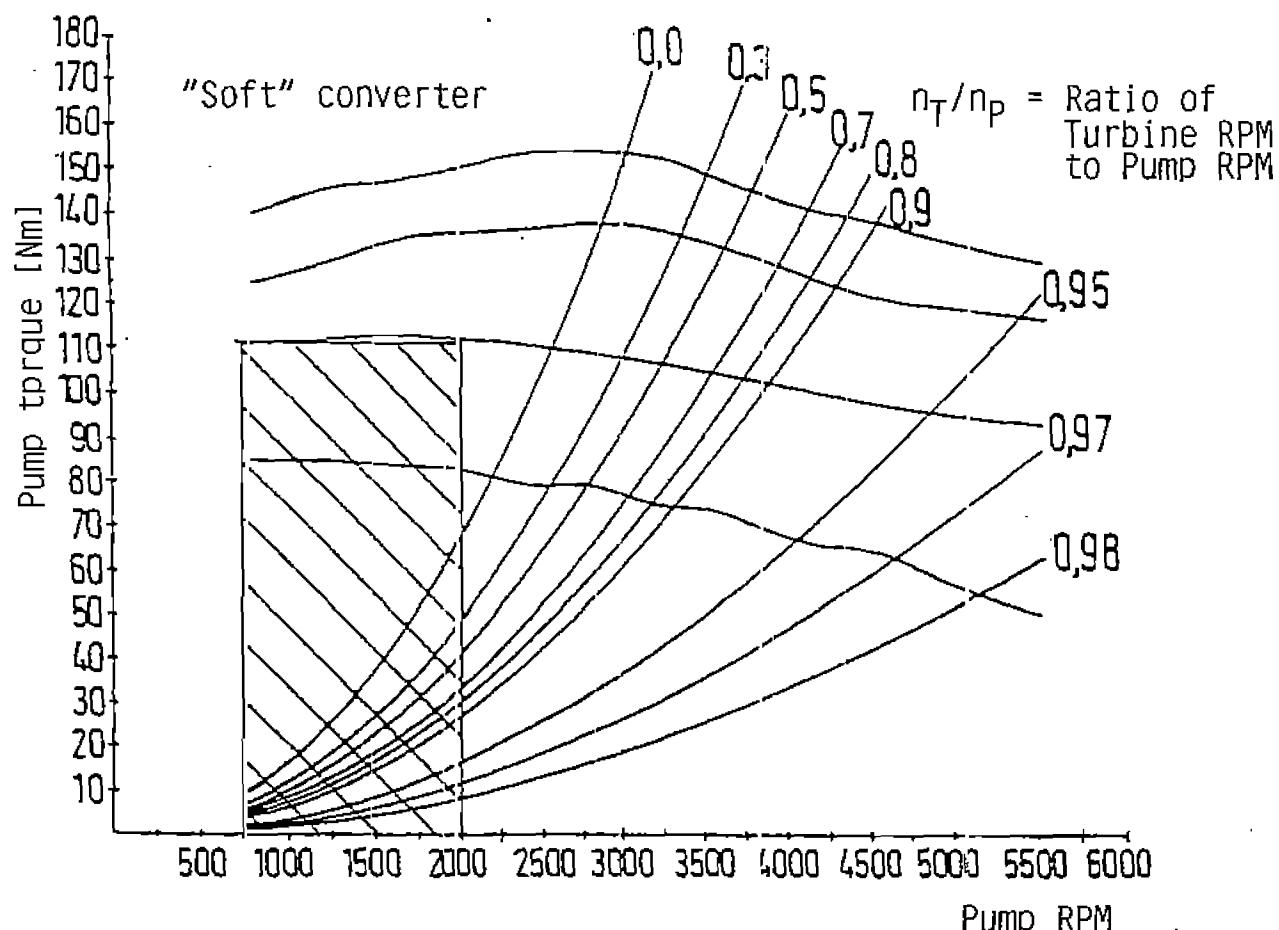


Fig.17

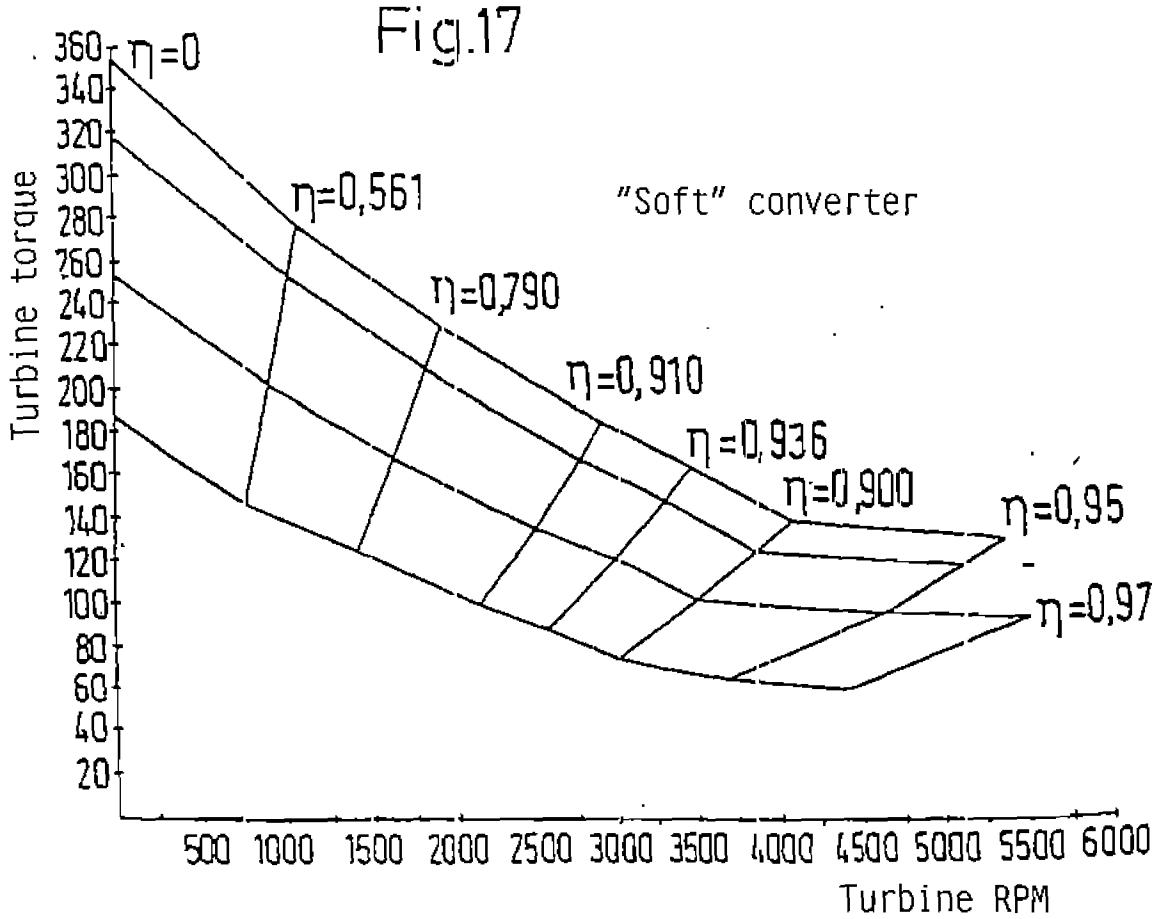


Fig.18

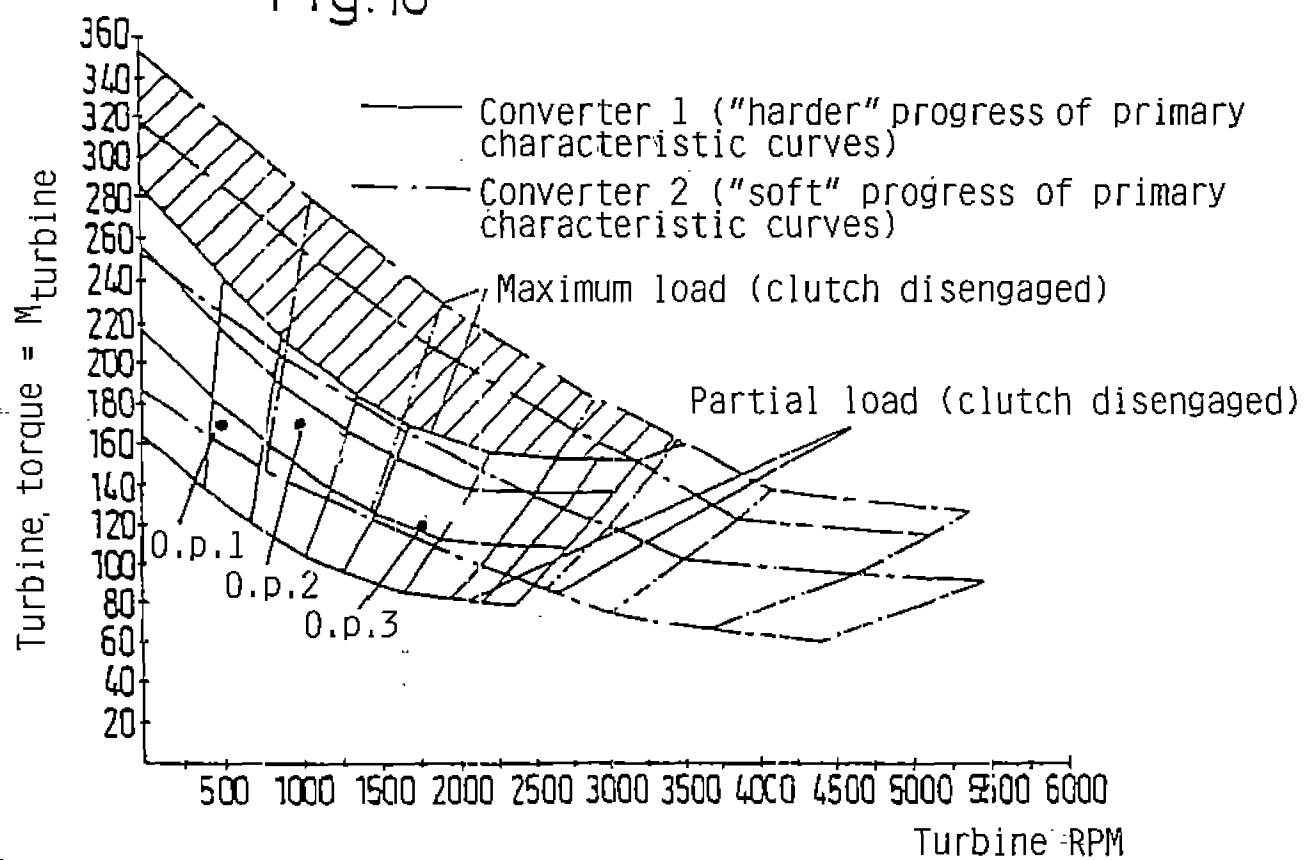
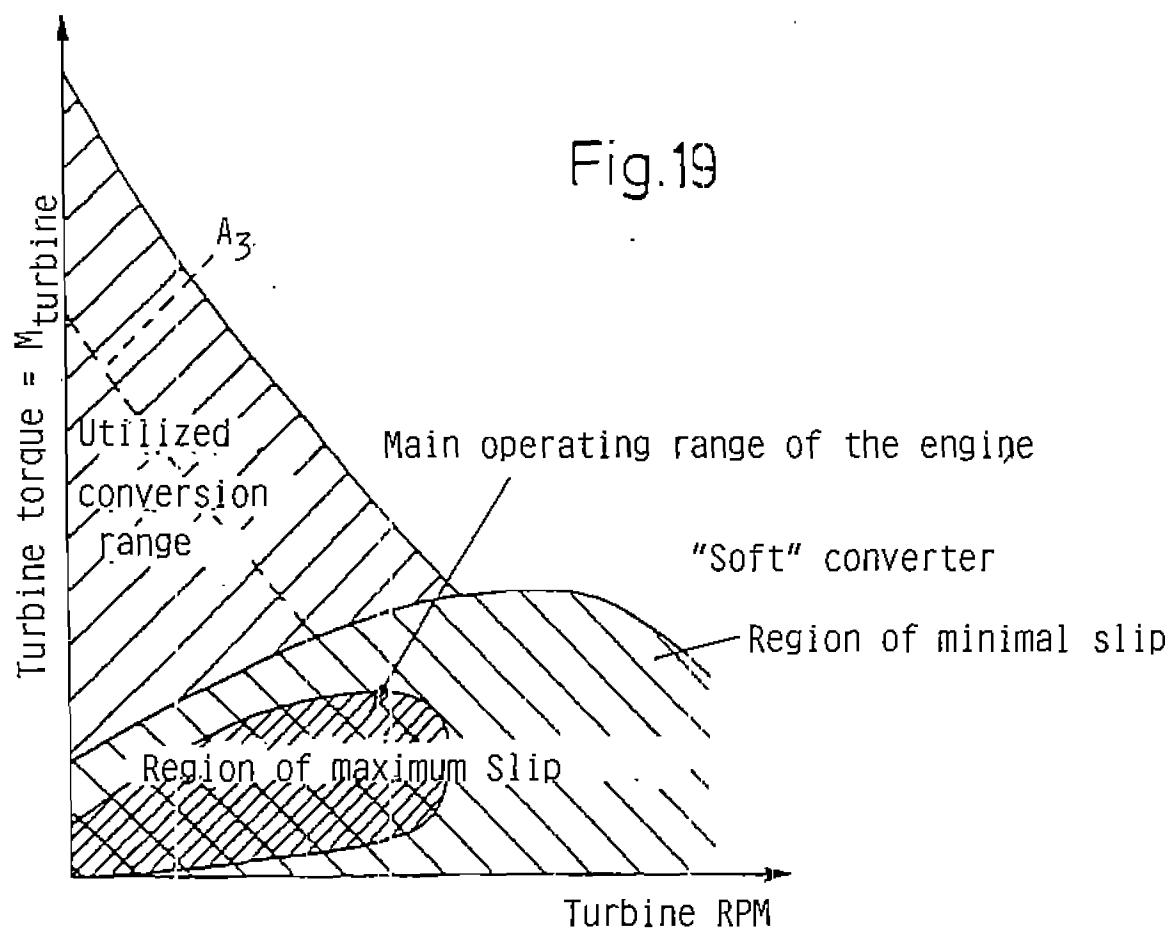
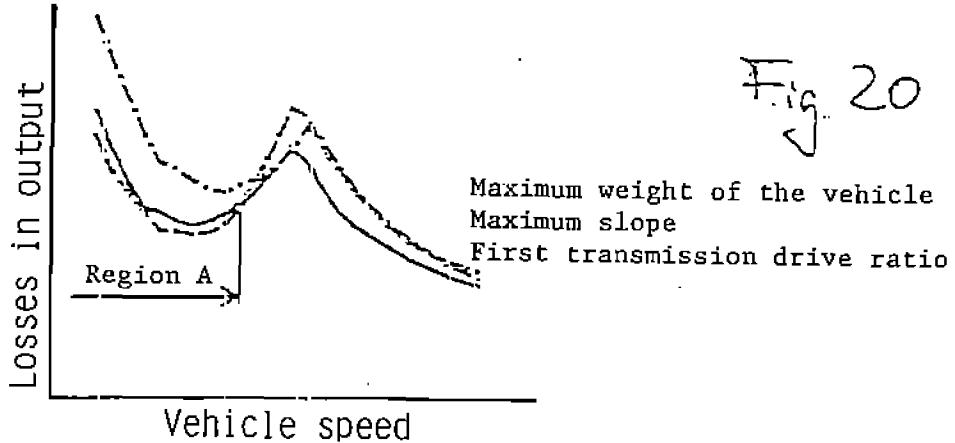


Fig.19





- Conventional converter
- ... "Soft" converter
- "Soft" converter with higher conversion

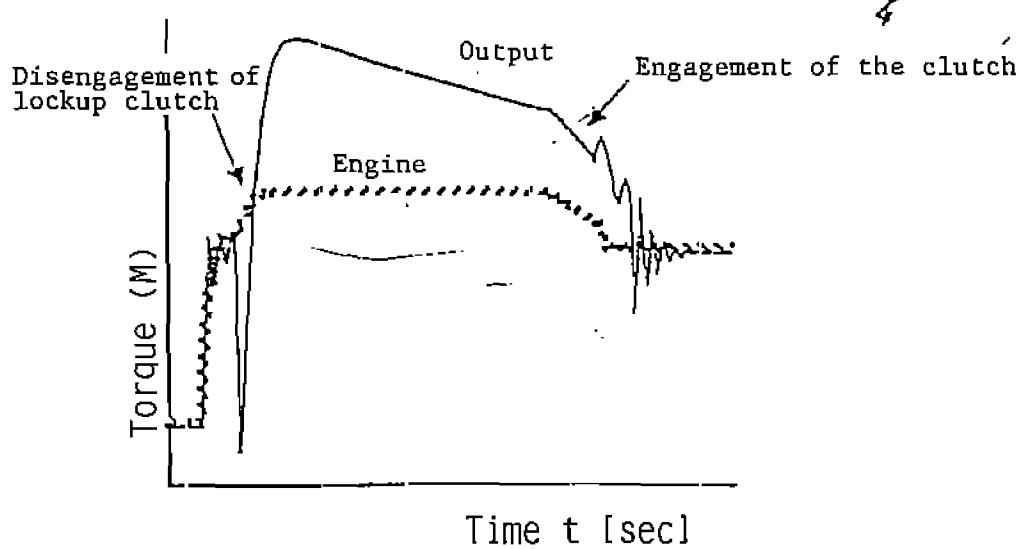
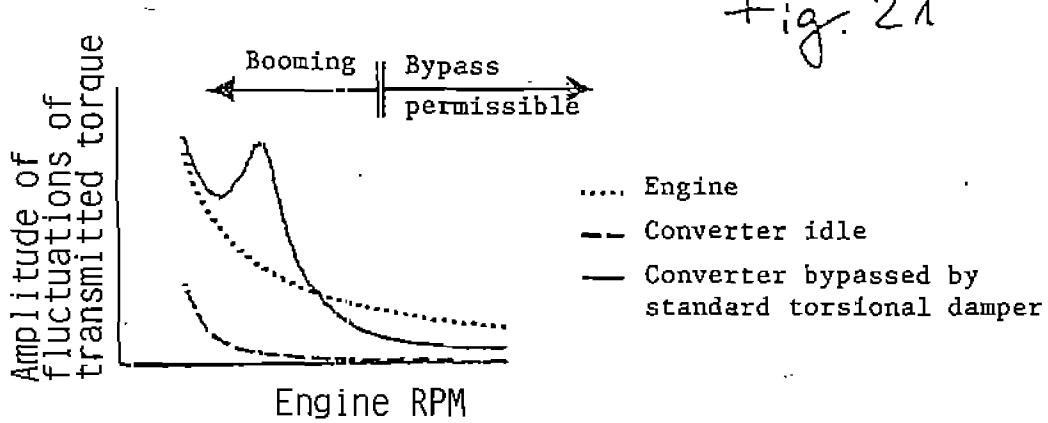


Fig. 23

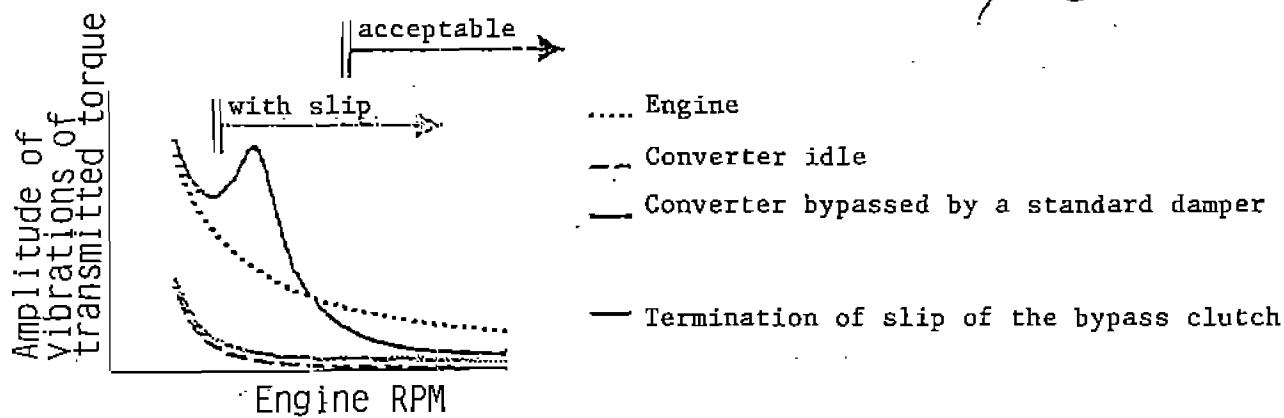


Fig. 24

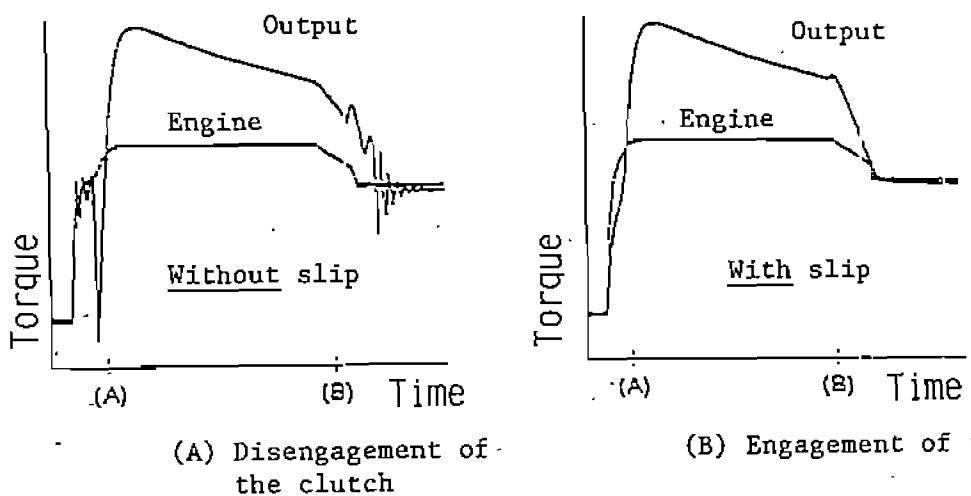


Fig. 25

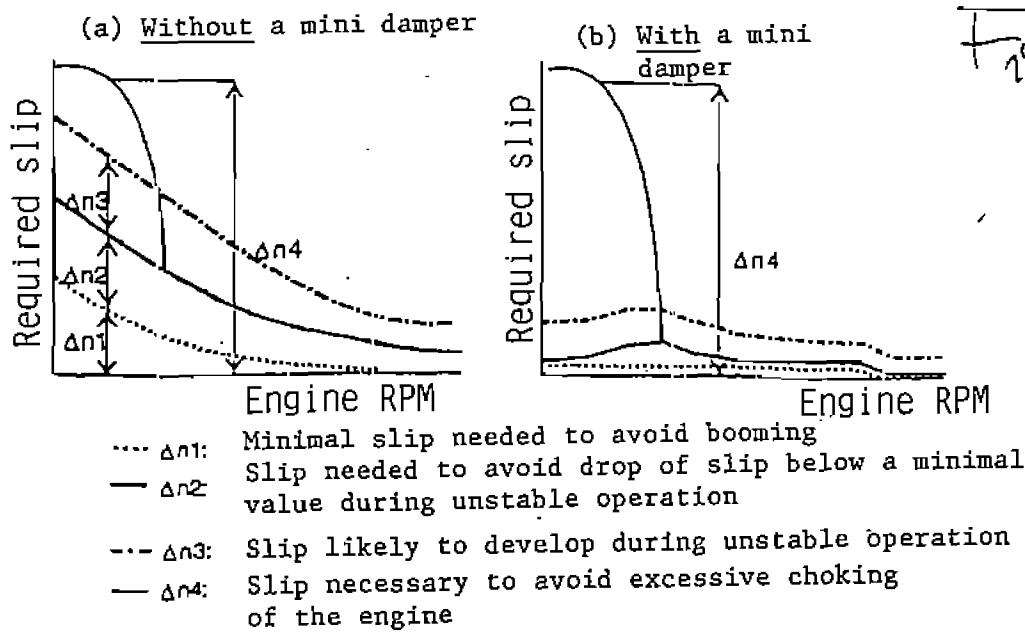


Fig. 26

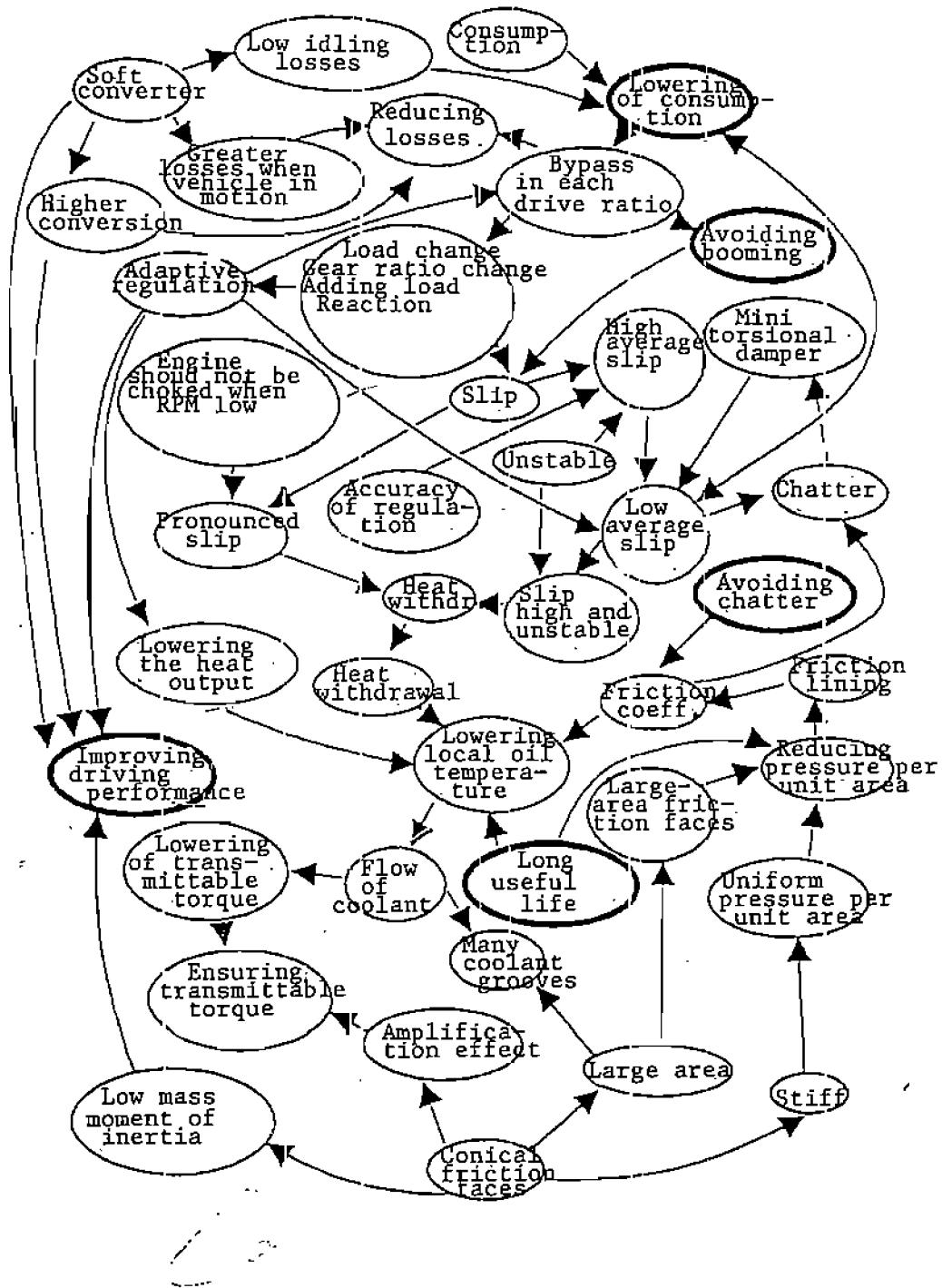
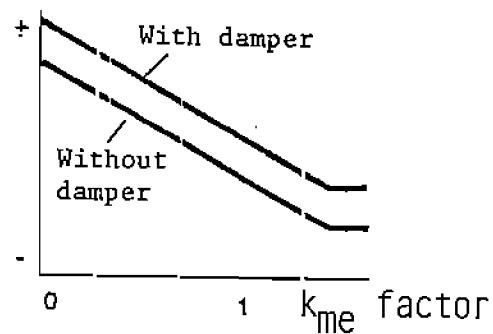
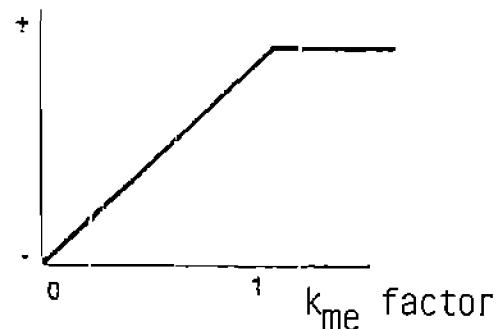


Fig. 27

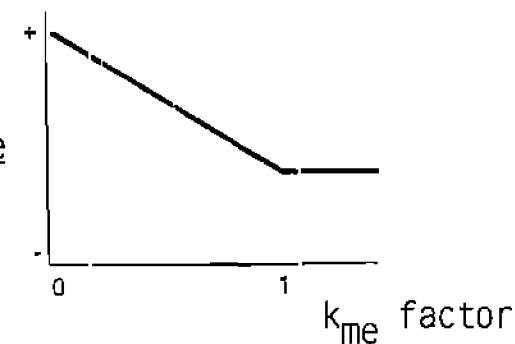
1. Acoustics



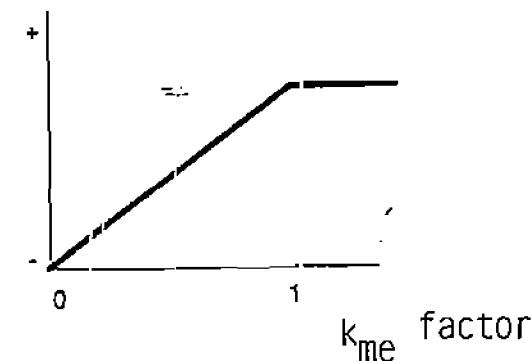
2. Thermal stressing



3. Pulling force



4. Consumption



5. Reaction to changes of load

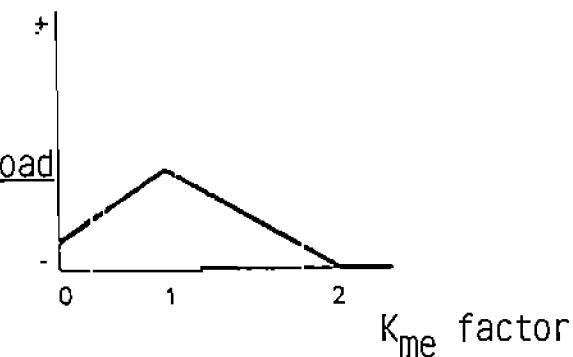


Fig. 28

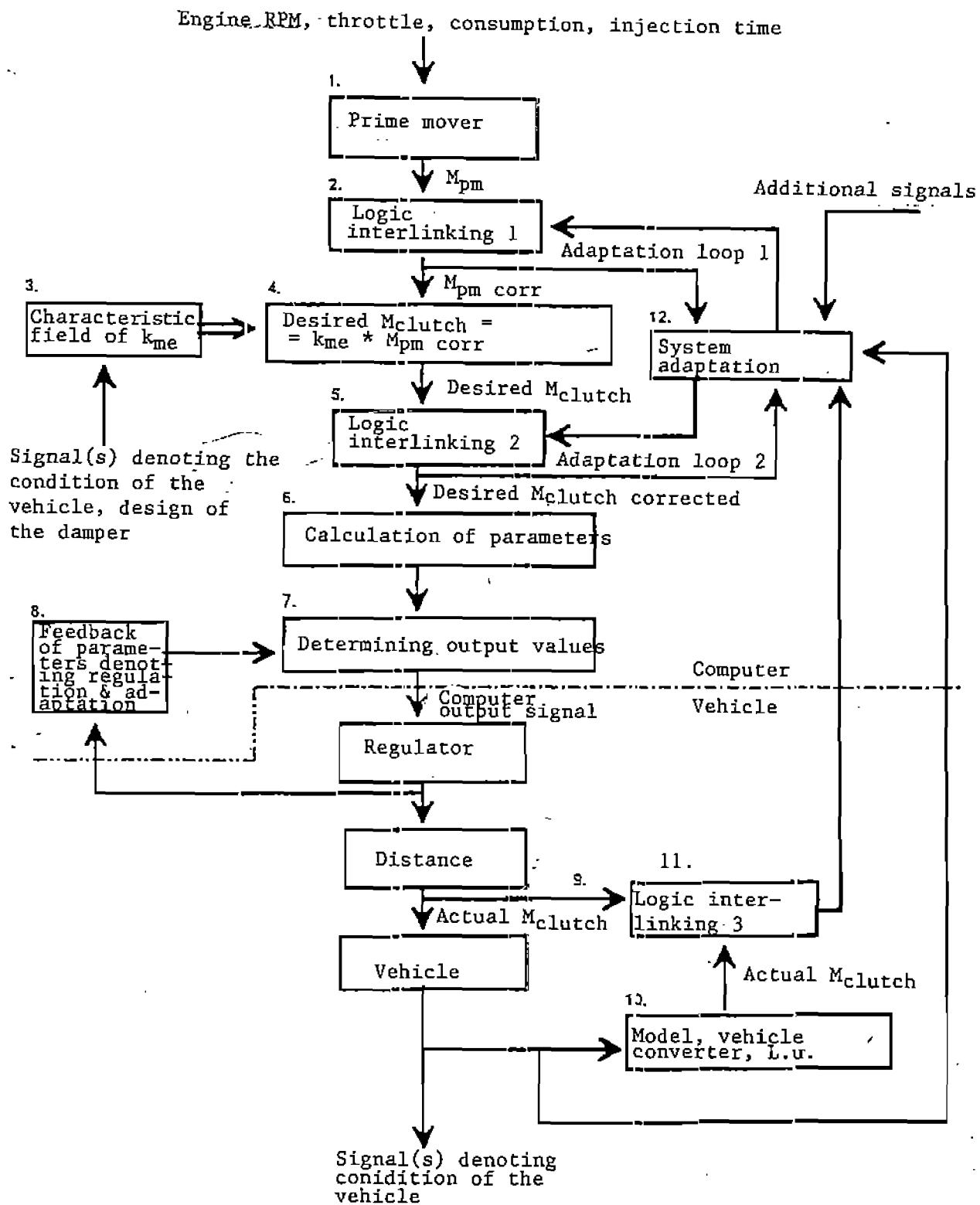
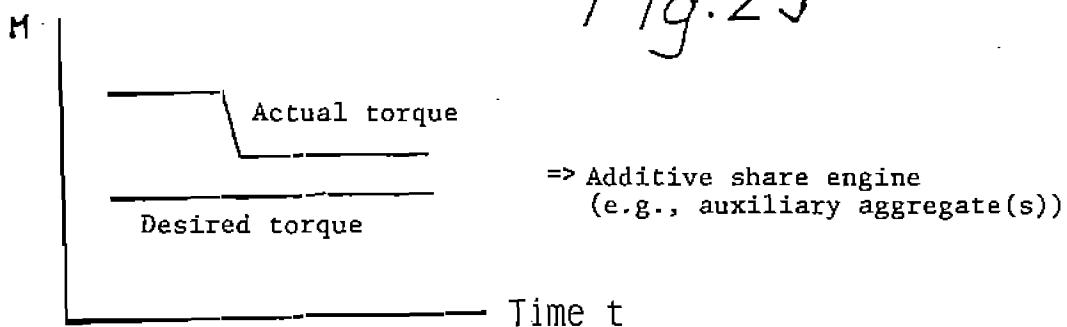
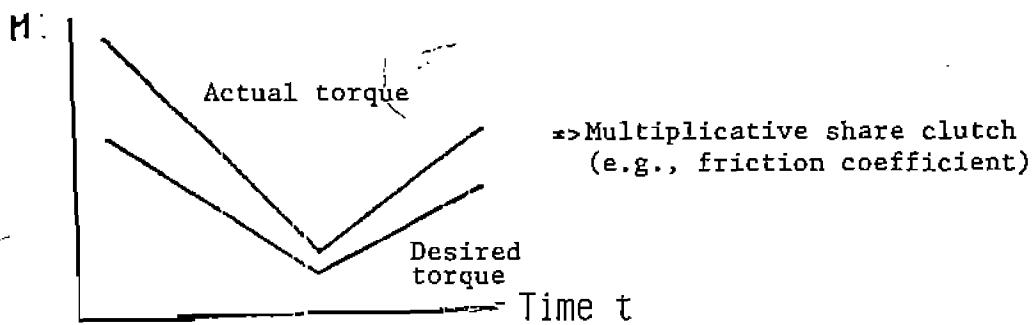


Fig. 29

Example 1:



Example 2:



Example 3:

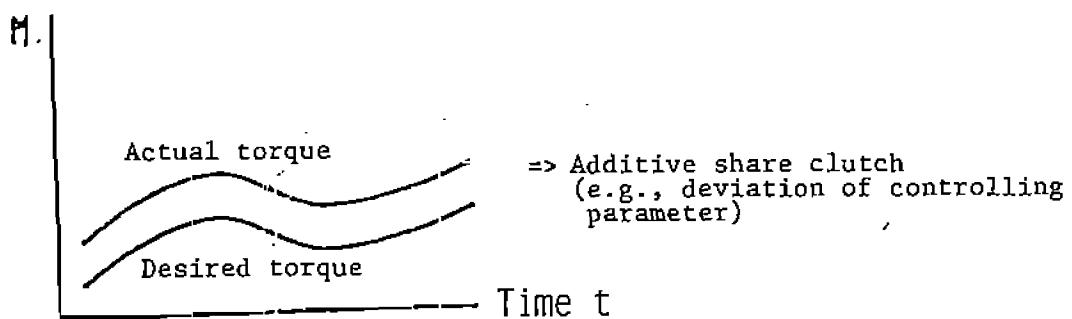


Fig. 30

Engine RPM, throttle, consumption injection time

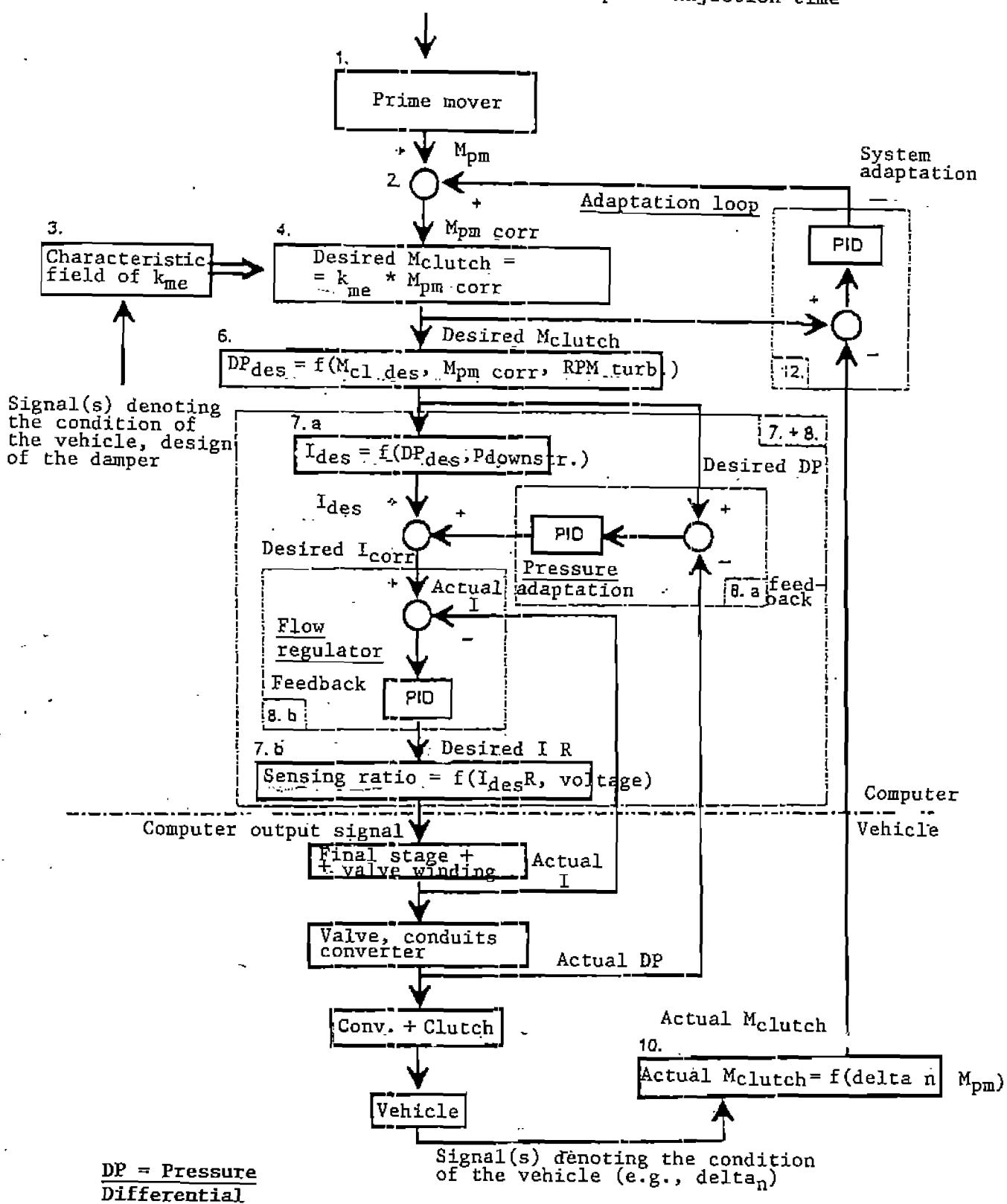


Fig. 34

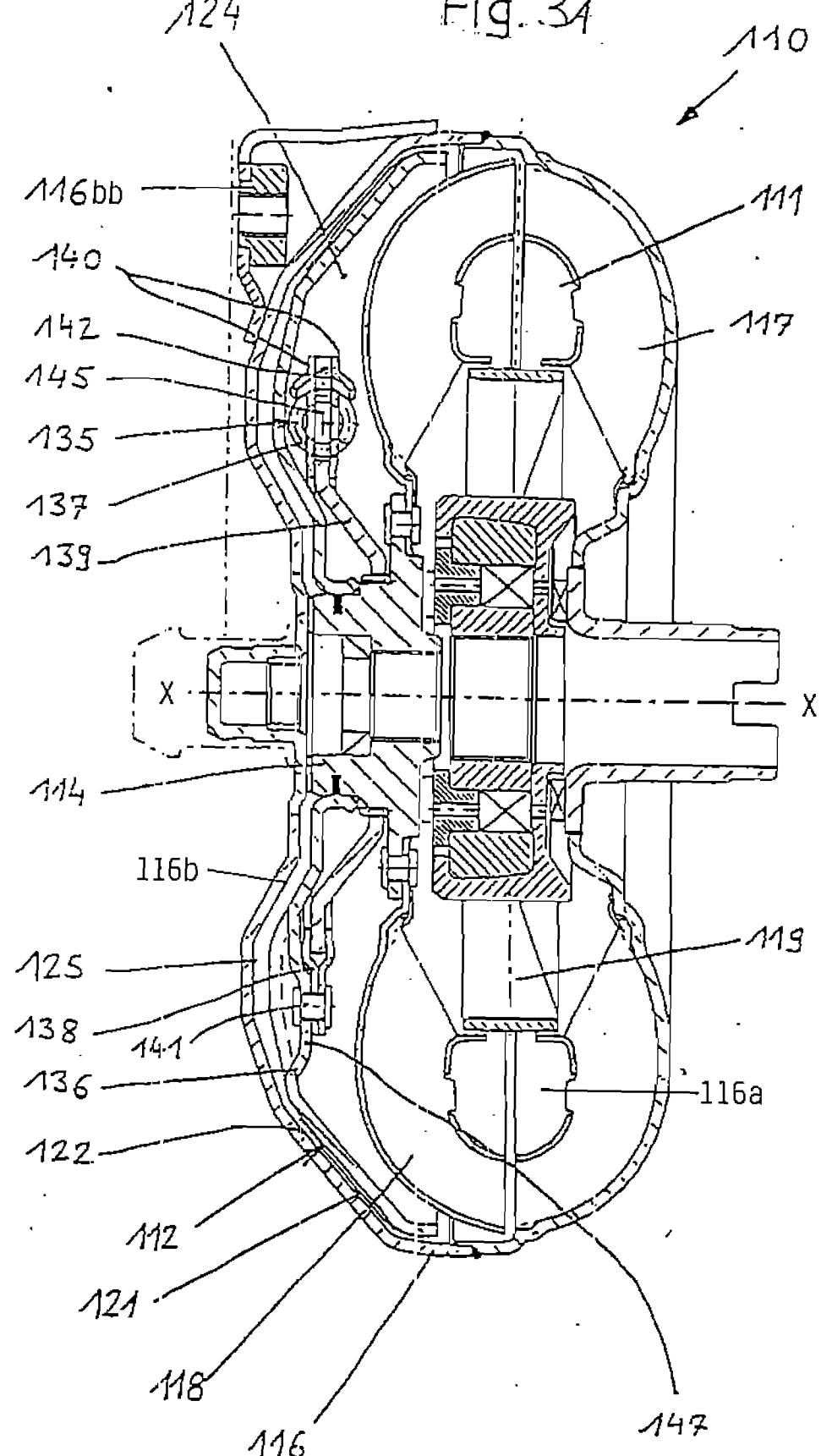


Fig. 32

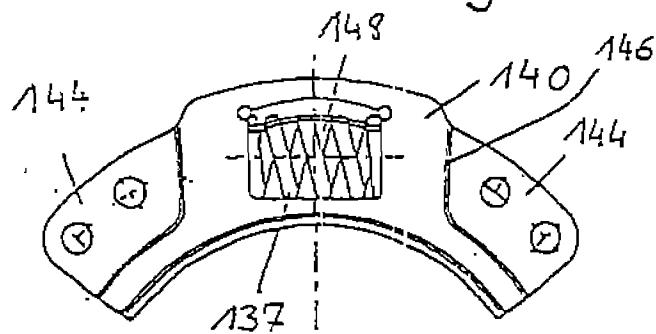
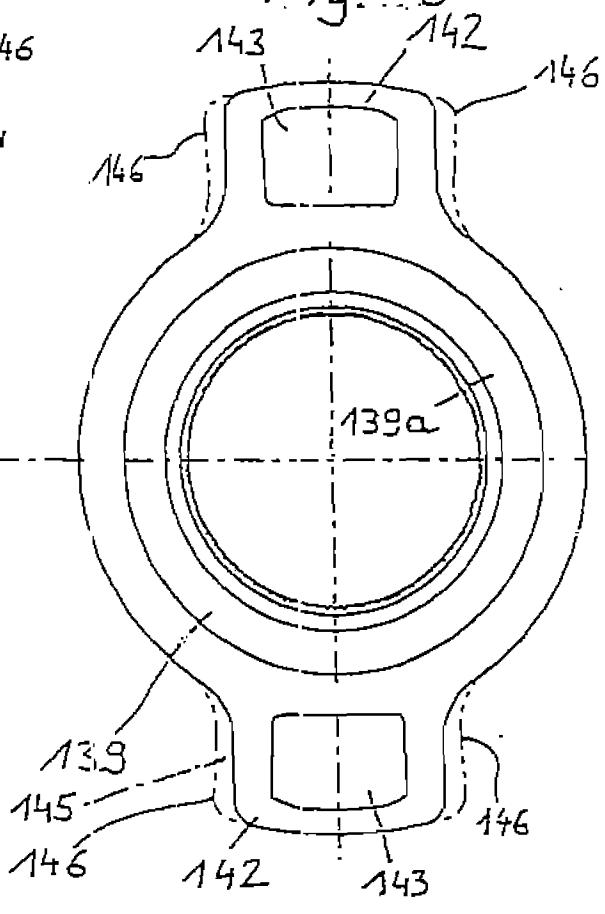
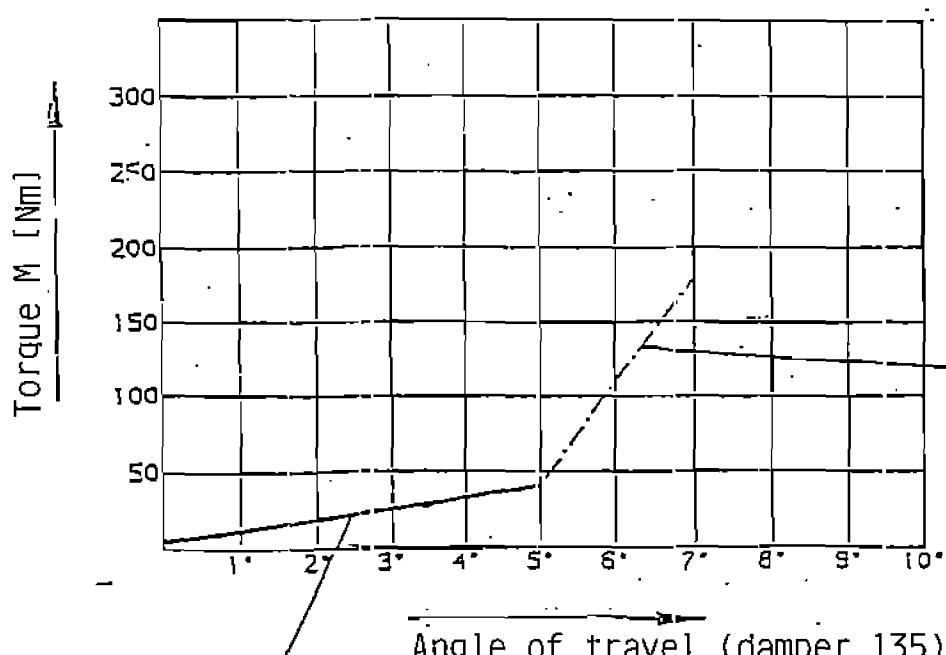
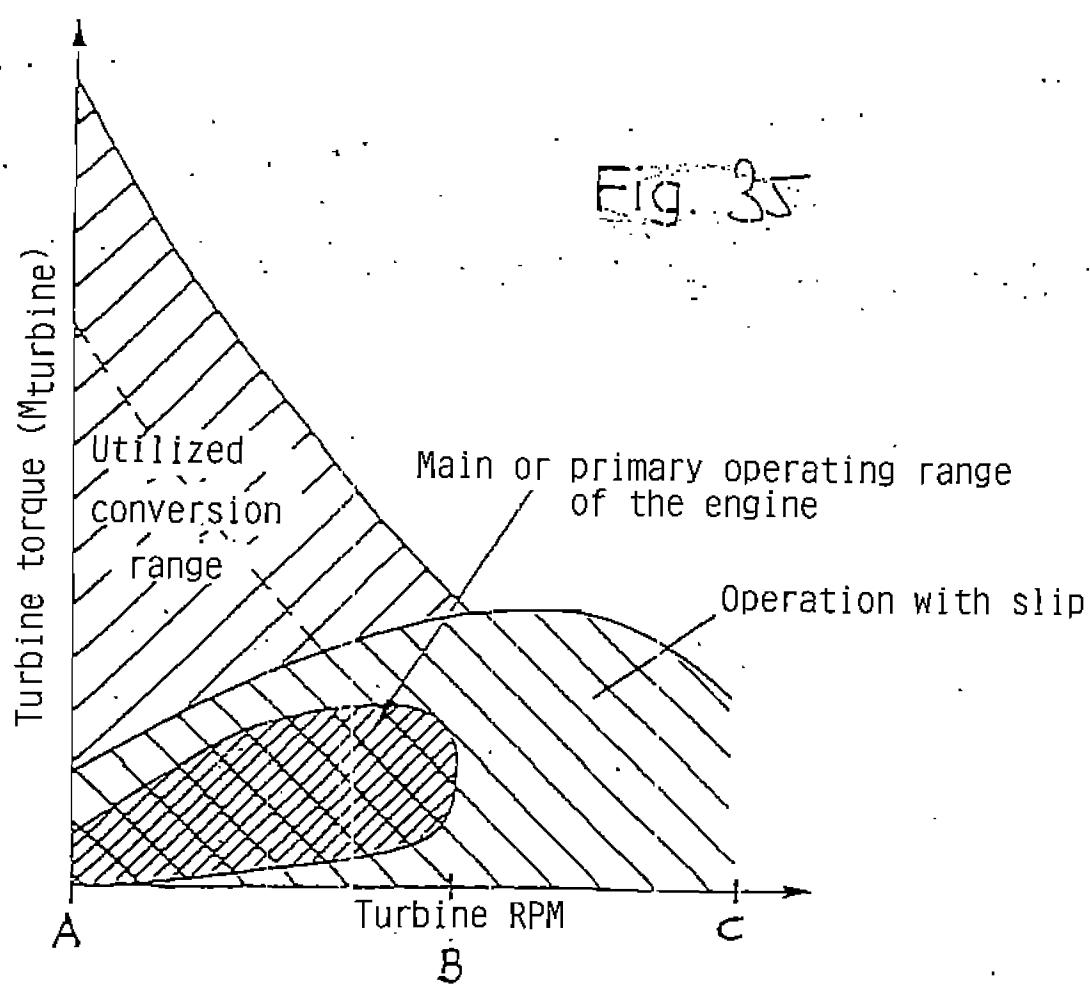


Fig. 33





263

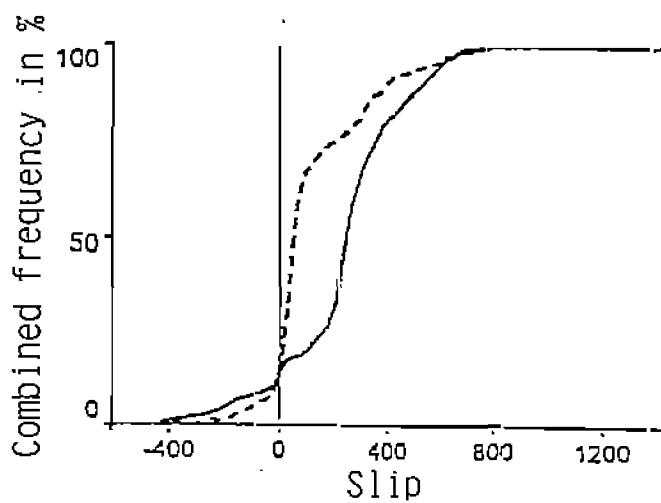


Fig. 36

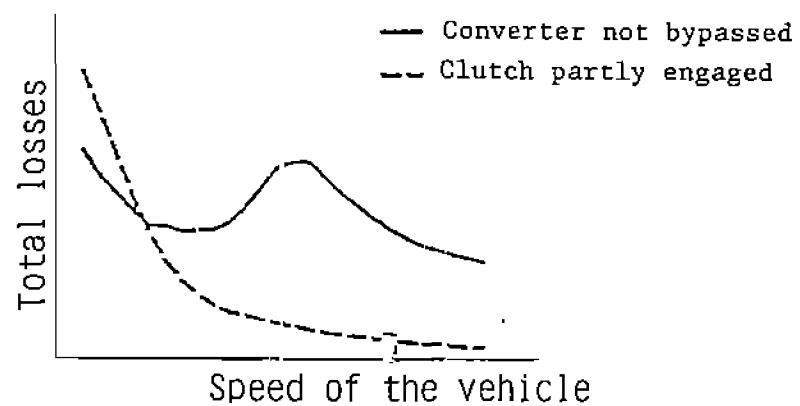


Fig. 37

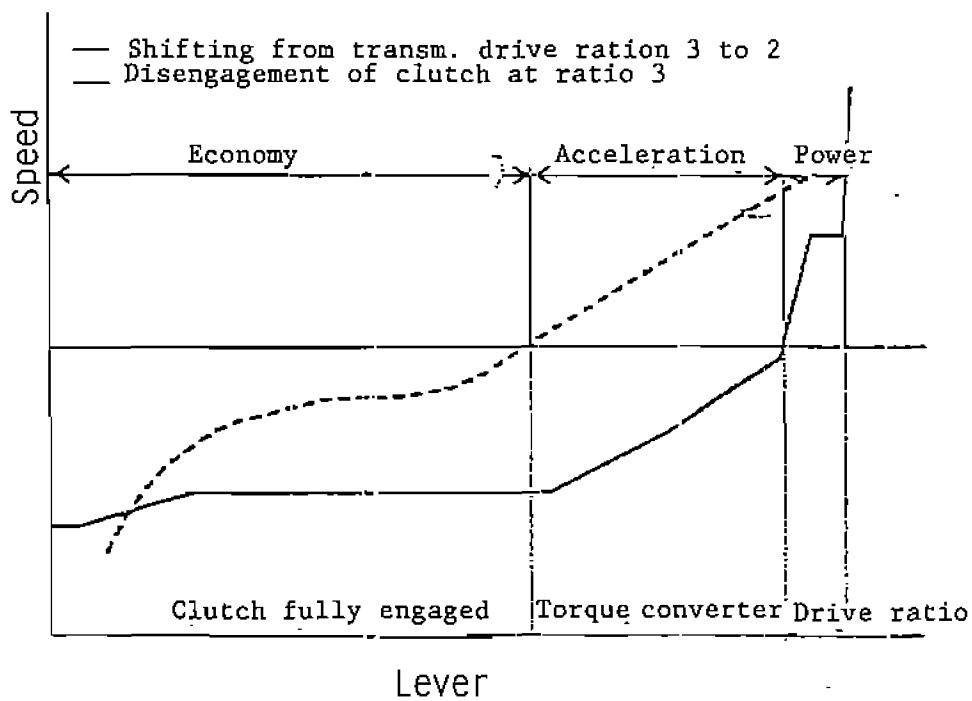


Fig. 38

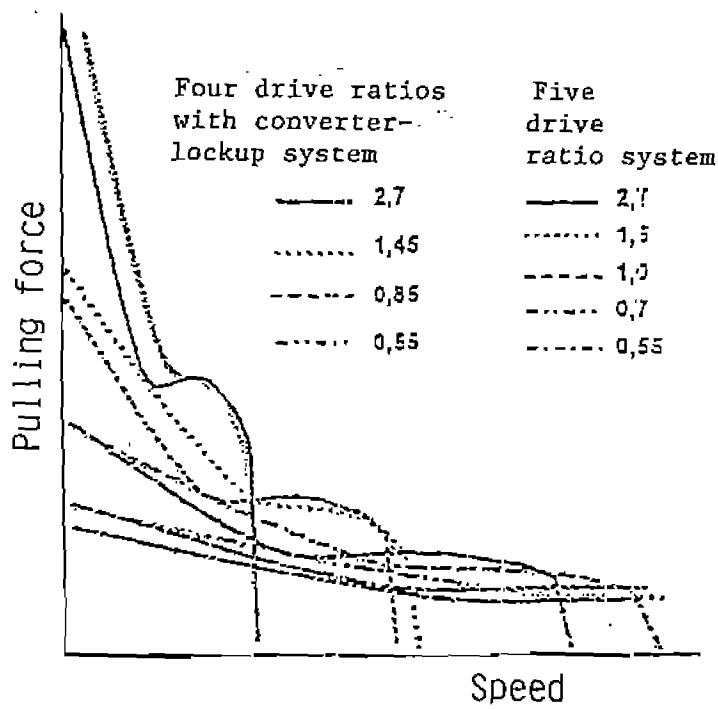


Fig. 39